MOTOR RACING
and
ECONOMY CAR NEWS

7th Year— No. 11—Los Angeles, Calif. Mar. 30-Apr. 6, 1962

(Published bi-weekly except last issue of calendar year) 25¢

GURNEY IC VICTOR AT BOSSIER CITY

---Story on Page 1

OVERALL SEBRING WINNERS---Joakim Bonnier, the bearded Swede, is shown in top photo driving the winning Ferrari. Co-driver, who is behind the wheel in bottom photo, is Lucien Bianchi of Belgium, a comparative unknown. Joe Scalzo's followup story---Page 5. (Photo by Jack Brady)

THE LEGITS, THE PHONIES, THE BOX BROWNIE BRIGADE, THE FREE-LOADERS---EVERYBODY SWARMS AROUND SEBRING WINNERS (BONNIER-BIANCHI, LEFT, AND HILL-GENDEBIEN) (Photo by Jack Brady)

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THIS IS the Ferrari Berlinetta that was second overall and won the big GT class at Sebring. Drivers: Phil Hill-Olivier Gendebien, old hands in winning at Sebring. Followup story---Page 5. (Photo by Jack Brady)

Overall Sebring Winners

LUCIEN BIANCHI

JOAKIM BONNIER

Gurney Takes Both Heats With Lotus

(Photos - Page 6)

Special to MOTORACING

BOSSIER CITY, La., Apr. 1 - Dan Gurney, of Costa Mesa, Calif., hottest name in racing today, streaked the Arciero Lotus Climax Intercontinental across the finish line in the two triumphs today to pocket $2,900 and claim the Hilltop Raceway's Louisiana Formula Intercontinental championship before a crowd of 18,000.

Gurney staged one of the best exhibitions of skilled driving witnessed on a local speedway.

Gurney arrived here Wednesday night. His car checked in Friday, only to be accompanied by severe weather and rain. Next, Gurney toured the track at a speed of 20 miles per hour in a Corvette, paying strict attention to the 15 difficult turns on the two-mile Hilltop Raceway. His next stop was at the garage where he personally supervised mechanical preparations, particularly in the gears.

Many of the speedsters showed up at the track Saturday for practice and preliminary qualifying. Gurney was not around. He told officials his car would be at the track Sunday. Yesterday morning, Gurney and his crew stayed busy working on the car until five minutes before the track was to be shut down for conclusion of trails. Gurney advised he was ready. He toured the track twice and then motioned he was ready for trials. Right off the cuff of his motion, he whizzed across the line with a shattering 1:39.27 record to nail down the pole.

Hilltop's USAC-FIA sanctioned Formula Libre consisted of two 100-mile heats. Gurney dominated the first 100-miler to emerge the winner in one hour, 25 minutes, 41.07 seconds at an average speed of 70.01lmph. Frequently he was clocked at 160mph on the straight. His closest rival, Roger Penke, crossed the finish line of the first heat without aid of an engine. He coasted into second spot with lack of fuel.

Gurney's victory in the second 100-mile heat wasn't easy. Penske driving the Dupont Telar Special, roared into the lead on the first lap. Gurney pitted on the first lap and was immediately out to the track. He roared into the pits again on the second lap and was out for two laps while a rear right tire was changed.

DAN GURNEY

While Gurney was sidelined, Penske and Texan Lloyd Ruby were waging a torrid battle for the lead. Ruby overtook Penske on the 10th and stayed ahead on 11 and 12 only to see Penske in front of him again. Ruby flashed through the pits but went out to join the pack. Later on the 18th lap, Ruby's car developed mechanical trouble, stopping near the picnic area with Bob Hurt's Ferrari Testa Rossa pushing into second behind Penske. Meanwhile, Gurney was moving into sixth position.

Penske averaged 69.63mph, leading the first 20 laps with Hurt, Harry Washburn, Bob Donner, Bob Schroeder, Gurney, Chuck Cassel and Charlie Barnes hot on his heels. Schroeder's Alfa Intercontinental threw a rod and was out after the 20th lap.

Eight laps later Penske was in trouble. His gear shift level broke, shattering some of the gear teeth and forcing him to the pits for a quick welding job. At this time, Gurney advanced into second spot.

Penske went back into action on the 30th lap with Gurney, Hurt, and Donner leading the pack.

After 40 laps it was Gurney, Donner, Penske, Barnes, Howard Cole, and Bob Hall.

Gurney crossed the stripes in 1 hour, 29 minutes, 25.83 seconds.

Penske followed Donner at the

Continued on page 6

Form. Jr. & 3-Hr. Winners

PAT PIGOTT

BRUCE MC LAREN

SHARP AT TUCSON

(Photo - Page 4)

By JOE SCALZO
MOTRACING Staff Writer

TUCSON, Apr. 1 -- Second meet of the year to count for Pacific Coast Championship points went off today, and Hap Sharp, driving his familiar white No. 95 Cooper-Maser, won the main event easily, in spite of being slowed slightly by an oil-slick track surface.

Sharp was more than a quarter-mile in the lead at the finish after holding first all the way except for the early laps.

That was when Jack Nethercutt's Lotus 19 led, with Sharp running 2nd and having a hard time holding off Jay Hills, who was making his modified car debut in a RSK Porsche.

Hills circulated the 1.8-mi. course in an impressive way, tossing the 'K through the bends, and actually pulling Sharp's 2-liter car on the straights.

But overeagerness and a bad oil slick spun Hills out of contention and left Nethercutt and Sharp by themselves.

Nethercutt, however, who had been driving faster than he usually does, went wide on one of the turns on the back part of the course and lost the lead the same lap Hills spun.

And, arm-raised, he pulled into the pits the next time around to retire. The brakes had failed, he said.

Jack Hinkle, Wichita, Kans., was 2nd with his red Birdcage, and Hills 3rd. The three lapped the rest of the field, which was led by John Brophy's Devin-Corvette.

During the 45 mi. race, Alex Budurin of Tucson, driving his Hagemann Buick Spl., suffered

Continued on page 4

Vignettes

By Gus V. Vignolle

- Place Dropping
- Las Vegas Next
- Race in Japan

IF THINGS work out, as you read these lines I'll be blasting through five countries in Central America---Costa Rica, Nicaragua, Honduras, El Salvador and Guatemala---and Mexico (place dropping).

The purpose is to cover a $20,000 (US) rally that begins in San Jose, Costa Rica, on Apr. 15 and ends in Mexico City on Apr. 22. It will be a shade over 2000 mi. On Apr. 18 they'll suspend the rally to stage a race program featuring Form. Jrs. and $10,000 (US) in prize geetus. This will be in San Salvador. On Apr. 19 the rallyists again thunder northward in what should be more of a road race than a rally.

The Auto Club Azteca, headed by Jose Rosas, Jr., is behind the deal. This is the club that staged races over a vast industrial development at Ciudad Sahagun in Mexico last Sept.

Continued on page 3

Wanted: Understanding homes for four 6-week old kittens. Sex and ancestry undetermined, but mother thinks they are people. Paper-trained, clean, playful and wistful. Call VE 7-7901 after 7 p.m.

Letters to MotoRacing

RECLASSIFY THE HEALEY?

I have sent the accompanying letter as addressed in an effort to reclassify the 100S Healey as production.

I am writing to you, not to get my letter printed, but to attempt to interest you in the problem. For, as a subscriber to MOTORACING for several years, I know that you take a dim view of such SCCA antics and I'm hoping that you will see fit to make some comments in print.

The only reason, so I'm told, for the present modified classification is due to the number produced which SCCA feels of paramount importance.

Now along this line of reasoning, since more than the required number of units were produced, shouldn't the Porsche 550 Spyder be in "F" production? It's discrimination or something.

I realize that the major inter-club troubles make my problem relatively small but myself and several others own 100S Healeys and we will appreciate anything you can do.

Thanks.

HAL CONRAD
Fullerton, Calif.

* * *

Calif. Sports Car Club Reg. of SCCA
1923 N. Hillhurst
Hollywood 27, Calif.

Attention: Lew Spencer

Dear Lew:

Thank you for letting me borrow an approved helmet for the recent races at Riverside and also your patience with me in discussing the classification of the 100S Healey as "D" modified.

As I said at that time, I believe that this classification is unsafe, unrealistic and certainly uncompetitive, and I should like to make the following comments in the hope that this situation will be reappraised in the near future.

First, there is no question that the required number of units were not produced, however, I believe that there are several facts which outweigh this shortage.

Very important, I think, is the fact that the manufacturer is of the opinion that a race car should be a modified version of the standard model and raced in order to improve the standard model. This thinking is in evidence quite often in a book AUSTIN-HEALEY GUIDE, co-written by Donald Healey wherein Mr. Healey makes it quite clear that the "S" is a derivative of the standard BN 1 Healey of 1954. As a matter of fact, several times in the book he refers to the "S" as a production machine and he went so far as to withdraw his "basically production cars" at Le-Mans in 1954 with the following statement: "They (The Austin Motor Company and Donald Healey) have made this decision as they consider the present regulations for sports car racing allows cars to compete which do not bear the slightest resemblance to production cars. In view of this, racing of this type loses its value to both the manufacturer and the public.

"When race organizers adjust their regulations so that cars eligible are at least modified production cars....this decision will be reconsidered."

From the above, it is clear that although a minimum number of "S" units were not constructed, it is basically a modified production car and the question should be whether these modifications so enhance the performance of the machine that it outclasses the later production units using "across the counter" options.

The "S" engine modifications, except the head, are to a standard A-90 push rod engine and are for reliability as much as performance. The bore and stroke are not changed, however, power is upped from 90 to 130 h.p. compared to 130 to a reported 205 h.p. on a 3 liter MK II using factory options. The only engine option for the "S" of which I am aware is Weber carburetors.

The 100S has four wheel disc brakes which have been standard on the Healey front end for a couple of years now and are optional at the rear.

Other differences are the all aluminum body, large fuel tank, oil cooler, air box, and close ratio gears. All of the items, save the light body, are production options, and the use of tri-carburetion certainly gives the 3 liter power to offset any difference in weight. Unlike true modified cars, all "S" Healeys are made to the same specifications which are available to prevent any advantages.

The performance of the car is a known quantity, except Weber equipped, as it has been competing on the Coast for six years and is favorable to the 1961 3 liter. I'll forego the comparison with a true "D" modified Lotus, Ferrari, Maserati, etc.

It would seem to me that in view of the above and the fact that both Cal Club and National SCCA arbitrarily place cars in competitive classes of performance, it would be in order to class the 100S as production, probably Class "D" based on known performance and if there is a question regarding the Weber version, then perhaps it could go into class "C" until it is known.

In closing, I should like to mention that I think of the "S" as a standard model (1954) with all the options factory added and I think that it should be allowed to compete with the newer models with their page after page of options.

I am addressing these remarks to you, Lew, as you are a CSCC official and I feel that without the favorable recommendation of the Cal Club there is no possibility of a revision.

Please do whatever you can to make my suggestion known to the proper parties.

Yours truly,
HAROLD E. CONRAD

cc: Sumner Bennett
cc: MOTORACING

* * *

A WORTHY CAUSE

As you know, the Stockton races kickoff the No. Calif. season for the 10th time April 14-15. But it could be billed as an all-new event.

The main reason is the new Port of Stockton course. Just 1-1/2 miles from the heart of downtown Stockton, it is an honest road circuit, made up of streets in everyday use. For the fans its got acres of paved parking and good viewing. The small-car pilots get 12 sneaky turns to test their mettle, while the big boys get a 2,600 foot straight to blow out the carbon. And everyone will get the benefit of a unique setting at California's only inland port--a pleasant change from the usual dusty layout somewhere in the boondocks. (We've even got a press BUILDING.)

Another new item is the sponsor, the San Joaquin County Sheriff's Widows and Orphans Assn. They took over when we didn't even have a course set after the Lions Club quit when Stockton Field was lost to the jets. The sheriff's men are novices at the complex task of race sponsorship and inevitably will make some goofs. But they are trying hard and will improve with age, like good whiskey.

Also new is the admission setup. In a real wise move, the sponsor slashed prices from the usual $2 to $3 a day bite. Instead the tab per day will be $1.50 general admission, $1 for students and Armed Forces members and free for kids under 12 with adults.

I hope the publicity will be at least a little better than some of the stuff you've torn to pieces from time to time in your column. If it isn't, I'll have no excuse since I've been racing eight years and a working newspaperman even longer. Sorry for the late start, but we just about didn't have any races at all.

Hope memories of last year's car-breaking course don't keep the Southern Cal boys away--we'd miss them sorely. This time the course is smooth and interesting, and I think a ball will be had by all.

JACK WOODARD
Stockton, Calif.

* * *

LAS VEGAS RACES

I figured to hold off writing until I had some substantial news to pass on concerning the USAC-USSCC race here in April and later on during the circuit with Laguna and Riverside.

First, the April 28-29 race is in the works and on the way. The Las Vegas Sports Car Club, of which I am a member of the board of directors, is staging the event with sanction and help from Jim Peterson, et al. The reason for this is not the beef with Cal Club, but that the latter group wants $2,000 to come up, while USAC allegedly is willing to come for for free.

We have our choice of two courses. The first is 1.6 miles, eight turns and is pretty tight. The second, located at the same place is now under construction and is reported to be ready by April 16. The second one is real wild. It utilizes the present straight on the short course, but stretches the chute out to exactly one mile. Coming off the chute is a right and then onto a 20-degree banked turn. Another straight with curves and chicanes leads back to another wall, this being only six degrees, just before start finish. Total length is 2.5 miles.

Besides the sporty business, the track is being set up to handle stocks, sprints and possible championship cars. The fellow who is building it (his take is 50 percent of net gate) has allegedly also got a deal working with Pontiac for use as test ground.

The fall races are just talk now, but from the way these guys work around here, I would be foolish to discount any such event.

Only other thing of interest clicking around Vegas is the recent deal made by the Tropicana Hotel to enter and run Andy Granatelli's three Novis this year at Indy. Andy was up here last January for some publicity runs for Plymouth and was up by the Trop duing his stay. Granatelli has done some pretty good things the past years and may have it licked. Who knows.

According to Trop flak, Granatelli will have a showing of cars in LA in mid-April.

GARY JARLSON
Las Vegas SUN
Las Vegas, Nev.

* * *

WHAT'S THE ITCHBAY?

Read with interest both your comments and those of Johnny Knowland of Steves Chevrolet regarding Dan Gurney's unfortunate disqualification at Riverside. I couldn't agree more that the weight differential resulting from removal of side panels and stiffeners hadn't the slightest effect on the performance of Dan's Chevy. It is a fast, well-prepared car and was skillfully driven to a first and second place as well as an overall win, but.... My USAC rulebook specifically states "Cars must be equipped with hoods securely fastened in place. ALL sheet metal, grill work, etc., must be IN PLACE and INTACT." If Steves Chevrolet possesses a USAC rulebook, I'm sure it says the same thing. SO WHAT'S THE BITCH?

JIM WRIGHT
Los Angeles, 42

P.S.: The hood, fenders, inner panels, grill and bumper on the Pontiac front end are indeed aluminum and are listed in the factory catalog and sold over the counter. Every manufacturer can do this should they so desire.

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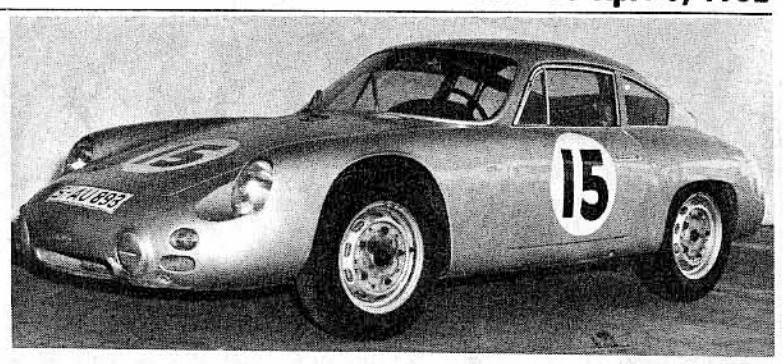
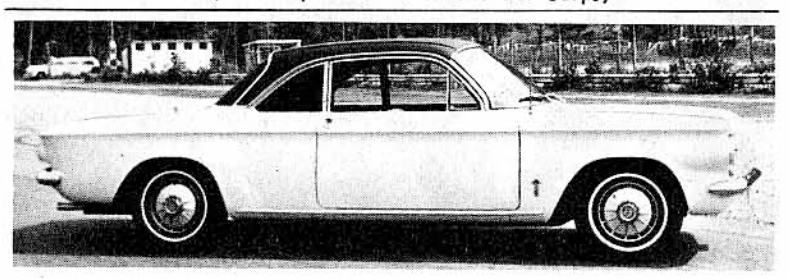


ONLY PORSCHE of its type in U.S., this Abarth 1600 Porsche Carrear was driven to 7th overall in 12-Hr. Sebring race by Dan Gurney and Bob Holbert. (Photo by Brumos Porsche Car Corp.)



PAT SAWYER, who formerly raced for Nick Pastor, was winner among drivers of compacts in recent Economy Run. She drove a Chev. rear-engined Corvair similar to this one.

Economy Car News...

By MARGUERITE COOK

Rambler is still the car to beat in an economy run for American-powered automobiles. Les Viland, Livonia, Mich., has once again won the annual run sponsored by a major oil company. Viland got a 31.11mpg average out of his stick shift Rambler American 400, and this was the highest overall mileage registered by any of the 46 cars entered, 24 of which were compacts.

Danny Jones, Long Beach, trailed Viland by .62mpg, driving a stick shift Falcon 170. This year the run started Mar. 31 from Pasadena and ended Apr. 8 in Detroit.

As per usual, the girls did better than the men. Former sports car driver Pat Sawyer, of Hemet, Calif., although bothered by illness won the class for small-engined compacts in her Corvair Monza, with an average of 27.02mpg. Leon Funderburk, Detroit, took second to her in a Falcon.

The only person to beat Mrs. Sawyer in cars equipped with automatic transmission was Mickey Thompson, generally more interested in speed than economy. His Pontiac Tempest Four averaged 27.30mpg and also won the class for large engined compacts.

Among automotive producers, GM, which has every thing else its way this year, also had the most first places; Chrysler did next best, with Ford not at all happy with the performance of its Falcons and Galaxies.

Compact class results break down as follows: stick shift compacts: 31.11, Rambler American 400; 30.49, Falcon 170; 30.04, Chevy II Four; 28.90, Corvair; 27.34, Tempest Four; 25.79, Ford Fairlane six; 24.65, Chevy II six; 24.19, Studebaker Lark.

Small-engined compacts: 27.02, Corvair Monza; 25.64, Falcon; 25.63, Chevy II four.

Large-engined compacts: 27.30, Tempest four; 27.09, Rambler American 400; 24.87, Valiant V-100; 23.97, Comet; 23.90, Chevy II; 23.84, Buick Special; 22.83, Ford Falcon.

Luxury compacts: 24.85, Valiant; 24.40, Dodge Lancer; 23.68, Buick Special V-8.

* * *

If you're wondering how much more the Falcon Sports Futura is going to cost than the Futura, a release from Ford Motor Co. suggests a list price of $2079. A four-speed floor-mounted transmission is being offered on the Sports Futura. The dressed up bucket-seater became available at dealerships Apr. 6.

* * *

From the VW Autoist comes this latest reincarnation of ancient Chinese philosophy: Confucius say: "Man who drive sports car with dead battery, bound to have cranky disposition."

* * *

For the statistical-minded, we're reproducing production figures through Mar. 31 supplied by the Automobile Mfgrs. Assn. so that you can see how the compacts and the standard models are spelling each other off, plus production figures through this date a year ago.

U.S. Passenger Car Production:	Week Ending Mar 31, 1962	Week Ending Mar 24, 1962	Prelim. Month of March	Year to Date 1962	Year to Date 1961
American Motors Corp.:	9,488	9,496	41,518	120,357	73,430
Chrysler Corporation:					
Valiant	3,217	3,461	11,482	29,983	23,753
Plymouth	3,611	3,550	12,026	32,570	36,316
Total Plymouth	6,828	7,011	23,508	62,553	60,069
Lancer	1,307	1,270	4,410	12,410	8,523
Dodge	3,443	3,318	11,887	32,204	27,065
Total Dodge	4,750	4,588	16,297	44,614	35,588
Chrysler	2,330	2,256	9,852	32,517	22,478
Imperial	239	263	1,084	3,361	2,099
Total Chrysler	14,147	14,118	50,741	143,045	120,234
Ford Motor Company:					
Galaxie	11,924	12,515	54,796	173,164	158,069
Fairlane	7,771	6,657	34,088	105,452	-
Falcon	7,744	7,718	33,609	108,115	95,857
Thunderbird	1,407	1,769	6,561	21,131	20,869
Total Ford	28,846	28,659	129,054	407,862	274,795
Monterey	1,625	1,632	6,978	22,816	20,882
Meteor	1,948	1,394	7,095	22,712	-
Comet	3,150	3,156	13,679	35,946	28,732
Total Mercury	6,723	6,182	27,752	81,474	49,614
Lincoln	405	492	1,819	7,504	7,976
Total Ford Motor Co.	35,974	35,333	158,625	496,840	332,385
General Motors Corp.:					
Chevrolet	30,267	31,945	135,416	396,964	294,244
Chevy II	7,693	7,500	31,817	87,944	-
Corvair	5,939	6,219	27,330	84,522	84,059
Total Chevrolet	43,899	45,664	194,563	569,430	378,303
Pontiac	8,224	8,644	37,274	104,521	57,963
Tempest	2,890	3,000	12,977	38,837	29,734
Total Pontiac	11,114	11,644	50,251	143,358	87,697
Oldsmobile	7,681	7,738	34,220	100,415	60,667
F-85	1,958	1,948	8,592	24,332	17,820
Total Oldsmobile	9,639	9,686	42,812	124,747	78,487
Buick	5,119	5,279	22,902	67,188	48,813
Special	3,111	3,171	14,510	40,365	17,405
Total Buick	8,230	8,450	37,412	107,553	61,218
Cadillac	3,386	3,388	15,645	43,926	43,254
Total Gen. Motors	76,268	78,832	340,683	989,014	648,959
Studebaker-Packard Corp.	2,549	2,643	11,249	17,625	13,256
Checker Motors	140	136	539	1,536	1,338
TOTAL	138,566	140,558	603,355	1,768,417	1,189,602

Subscribe to MOTORACING

• Vignettes

BY GUS V. VIGNOLLE

Rally in Six Countries; New Course at Henderson, Nev.

Continued from page 1

They also have their beefs in other countries, for I recently read a dispatch in a Mexico City newspaper saying Auto Club Azteca had been kicked out of FADEM, one of the two outfits embracing the racing and rally clubs of Mexico.

This is a tremendous project to be undertaken by a comparatively new club, and we certainly salute the outfit for tackling such a challenging and ambitious program. It takes some doing to stage rally through six countries.

Buena suerte! We only hope it does not turn out like ENRIQUE MARTIN MORENO'S famous Pachanga to Acapulco that we covered some years ago. I'll never forget that tropical steamy night in Acapulco when I would have given odds the howling, embittered Mexican rallyists would lynch Martin Moreno. He was lucky to escape with his life.

I know of two So. Californians who are entered in the rally and may even go in the race. They are OCEE RITCH, the magazine writer, who will drive, and BOB MCKAY, the navigator. They will be in a HARRY MANN Chev. Corvette, the necessary arrangements having been made by enterprising and pubrel-minded FRANK MILNE of the Mann agency. McKay already left with the car to study the roads; Ritch will fly down.

And there's a rumble that some of the Texas Rosebudders, among them JIM HALL, HAP SHARP and RONNIE HISSOM, may be down for the doings.

* * *

Weissman Handles Case for Cal Club-SCCA

Well, dearhearts, the local USSCC-USAC vs. Cal Club-SCCA beef hit the courts last week, and you can look for plenty of fireworks stemming from the Cal Club threatening to ban drivers choosing to race in the rival club's Pomona races last month.

That cooked the race, which was cancelled, and the big court suit followed. To this date, USSCC has been unable to secure liability insurance. Until they get it, the LA chapter of USAC will not be staging any races.

Attorney JOE WEISSMAN, onetime czar for the Cal Club, will handle the case for the new SCCA region. Veteran legal eagles predict it'll be anything but a snap. One of them said, "It's going to a tough row to hoe." The next step: Answering the USSCC complaint.

And this leads me to wonder if the Cal Club-SCCA will put the blast on the Las Vegas races Apr. 28-29 (or rather the Henderson, Nev. races). These races will be staged by the Las Vegas Sports Car Club in conjunction with USSCC, the LA Women's SCC and the Long Beach MG Club, according to DICK LEVINSON, live-wire prexy of the Las Vegas SCC.

Levinson has no animosity towards either Cal Club or USSCC, and he wants to remain completely independent and neutral; as a matter of fact, the last Las Vegas races were put on by the Cal Club.

This will be an amateur Nevada meet tied in with Henderson's Industrial Days (a Natl. drag meet is planned Apr. 21-22), but they're thinking in big pro terms for a race next fall after the Riverside and Laguna Seca meets while the world's best drivers are in this neck of the woods.

Levinson, who races a Lotus 15 and MGA, tells me HARRY POLK is building this 2.5-mi. closed road course at Henderson, 17 mi. from Las Vegas. He is donating it to the City of Henderson, with the proviso he gets 50% of the gate. The rest would be split between the city and the Las Vegas SCC. A contract with the city calls for 15 race meets per year.

The course has 11 turns and a one-mi. front straightaway. The last turn leading into the straight is banked on a 400-ft. radius. It is six ft. high and 50 ft. wide at this juncture.

The Las Vegas Club, which has a contract with the city of Henderson to supervise the staging of races at the new raceway, is remarkable. It was reactivated last July, staged its first race last Oct. (the Cal Club event) and is planning a drivers' school Apr. 15 for its 35 members. They are training their own safety personnel, turn marshals, etc.

"Above all," says Levinson, "we are striving for neutrality. We not want to get into those club beefs. We like D.D. MICHELMORE and JIM PETERSON, the heads of the rival factions."

They're all bubbling over with enthusiasm over Henderson Intl. Raceway. Dick says they started to build the course Apr. 2 and will have it finished Apr. 16. Incredible.

Pontiac and Cevy will use it as a testing track, and they're already talking about installing lights for night racing during the hot summer months. The city is buying the liability insurance.

And get this---the air-conditioned press box is 15 ft. high, completely glass-enclosed and equipped with phones.

Officers of the Las Vegas club, in addition to Levinson, are STU WHITTON, race coordinator; JERRY WHITTON, secy.; FRANK NEWMAN, vice-pres, and GARY JARLSON, press relations.

* * *

Imposing Plans for Big Japan Race Meet

How would a little more place-dropping suit you? OK, so the next stop would be Japan with RAY TURNBULL to check out the plans for a $50,000 projected race.

This would hook up with a huge course to be opened by Honda, the world-famous motorcycle manufacturer now in the process of developing Grand Prix machines. Honda's opening is set for Oct. 24-27, with two events per day.

The course is located at Suzuka, which is surrounded by such tremendous population centers as Kyoto, Nagoya, Osaka, Nara and Kobe, and still is only about 300 air mi. from Tokyo.

Turnbull, who a few years ago said he would stage sports car races in Hawaii and surprised everyone by actually doing same, looks for production and modified sports car races in Japan---and Form. 1 if they can be worked in and the dates are acceptable.

The plan is to take 50 cars and 150 people from here, including drivers, mechanics and officals.

Japanese, it is said, are fanatical in their admiration of stars JOHN WAYNE and BURT LANCASTER, so it is planned to have them on hand, although they won't be steering any cars.

The Nipponese have told Turnbull that a crowd of 400,000 is just about a lead-pipe cinch. Can you visualize what the gate will be at a deal of this kind?

From Chichicastenango to Tegucigalpa to Las Vegas to Fukuchiyama!

* * *

There seems to be a misconception that Texan JIM HALL has an exclusive for the Chevy-powered Chaparrals. This is not so. The cars are made by TROUTMAN and BARNES, who have sold two to Hall and one to HARRY HEUER. A fourth one has been completed.

And they're working on a chassis for a Chaparral that has been ordered by an English hill-climber named PHILLIP SCRAGG (sounds like a name out of DICKENS). Seems Mr. Scragg read about the car in a snapper-wrapper, was impressed and forthwith ordered one.

Continued on page 7

WILLY MAIRESSE

MAIRESSE WINS BELGIUM RACE

BRUSSELS--Willy Mairesse of Belgium, driving the only Ferrari in the race, won the Brussels Grand Prix, run in three heats today.

Mairesse finished third in the first heat and won the next two for a low total of five points. Each race was at 62.226 mi.

Sweden's Joakim Bonnier, driving a Porsche, was second with 10 points in the second and third heats and sixth in the first.

SEBRING ERRATA

Unofficial Results published in the last issue of MOTORACING for the Sebring 12 Hour race have now been declared OFFICIAL with the exceptions detailed below:

1. Ferrari #28 shown in 8th overall position on the sheets referred to above finished 3rd in GT class 11/12

2. Triumph #37 shown in 30th overall position was 4th in GT class 11/12, not 3rd as previously detailed.

3. Insert: 1st Challenge Mondial de Vistesse d' Endurance Plus $1500.00 cash - Chaparral Cars Inc., Midland, Texas. Chaparral #10, Jim Hall, Midland, Texas, Hap Sharp, Midland, Texas.

43 Now Entered For Indy Classic

INDIANAPOLIS, April 6 - The official entry list for the 46th annual 500-mile race at the Indianapolis Motor Speedway May 30 jumped to 43 today with the receipt of signed entry forms for six more cars---including three Tropicana Specials powered by Novi V-3 engines.

Chuck Stevenson, Newport Beach, Cal., and Bill Cheesbourg, Tucson, Ariz., will drive two of the Novis entered by Anthony Granatelli, Santa Monica, with the cockpit of the third Novi still open.

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Formula Jrs. Capture Northwest Spotlight

BY DON J. KOCH
Special to MOTORACING

Kent, Washington, April 1 - The 1962 racing season of the Intl. Conference of NW Sports Car Clubs got off to an auspicious start with Puget Sound SCC's opener here today. Opening day and course records were set in entrants (140), spectators (12,000), and novice drivers (40). The latter signaled the assured success of the Conference's ambitious Novice Training Program introduced this year.

Race officials faced today's action with a little apprehension as "Spring Fever" set four drivers on their heads during Saturday practice-no injuries. Their fears proved unfounded, but, as a precautionary measure the large novice field was split in the interest of safety.

As the green flag dropped to start the day's serious racing, drivers did a repeat of last year's script as 1961 Conference champs won the first two races. In race 1, Lyle Forsgren drove his Forsgrini Monte Carlo (an 800 lb. FIAT-powered bomb) to another first. His staunchest adversary, Paul Scott, was missing. Unable to touch Forsgren's creation with his much-modified FIAT Monza, Scott has deserted to the relative calm of G Mod. in a Lotus XI. The second race of the day saw Mike Eyerley, in a Porsche 1500 that shows as much wear from protest teardowns as from racing, resume his last year's duel with B.C.'s Terrible Terry Nillson in a similar mount. However, it was Bob Fletcher in a TR-4 who lead during the early laps until "suspension problems" (which proved to be a tread separation) dropped him to third.

The one-hour feature for large production saw 1961 point leader, Dan McMahon, take second to his old nemesis, Everett Hatch, in an all-Corvette battle. McMahon had things well in hand until his accelerator pedal broke. Hatch quickly grabbed a 14 sec. lead, and try as he would McMahon could make up no more than 6 sec. of the gap.

The complexion of the main event changed steadily from the onset of practice. Ray Rairdon, one of the NW's better drivers, broke a half-shaft on the HWM-Corvette; Hal Rudow arrived with his well-kept secret, the ex-Deveroux Mondial-Corvette; Jerry Grant ruptured an oil line in the Hahn Ferrari; and Starr Calvert, haggard from straightening the recently-bashed D-Jag, appeared to the suprise of many, ready to run. But, when the checkered flag went out came the biggest surprise of all. The first four places went to Form. Jr. machines (3 Lotuses and a Lola) with George Sabin in the ex-Pigott Mk. 20 leading the parade.

All-in-all it was a good opening day's racing as the Intl. Conference entered its sixth season, while giving notice to all that it remains one of this continent's major racing organizations.

RESULTS: Novice Race 1: Overall. George Larson, Portland, Ore. (Porsche)

Novice Race 2: Art True, Spokane, Wn. (Lotus 18).

Race 1: G-H-I Prod. & H Mod. Overall. Lyle Forsgren (Forsgrini); G Prod., Gerry Bruihl, Portland, Ore. (FIAT 1500); H Prod., Paul Jaremko, Spokane, Wn. (A-H Sprite); I Prod., Bob Walker, Victoria, B.C. (Austin 850).

Race 2: E-F Prod. Overall, Mike Eyerley, Salem, Ore. (Porsche 1500); E Prod., Bob Fletcher, Portland, Ore. (TR-4).

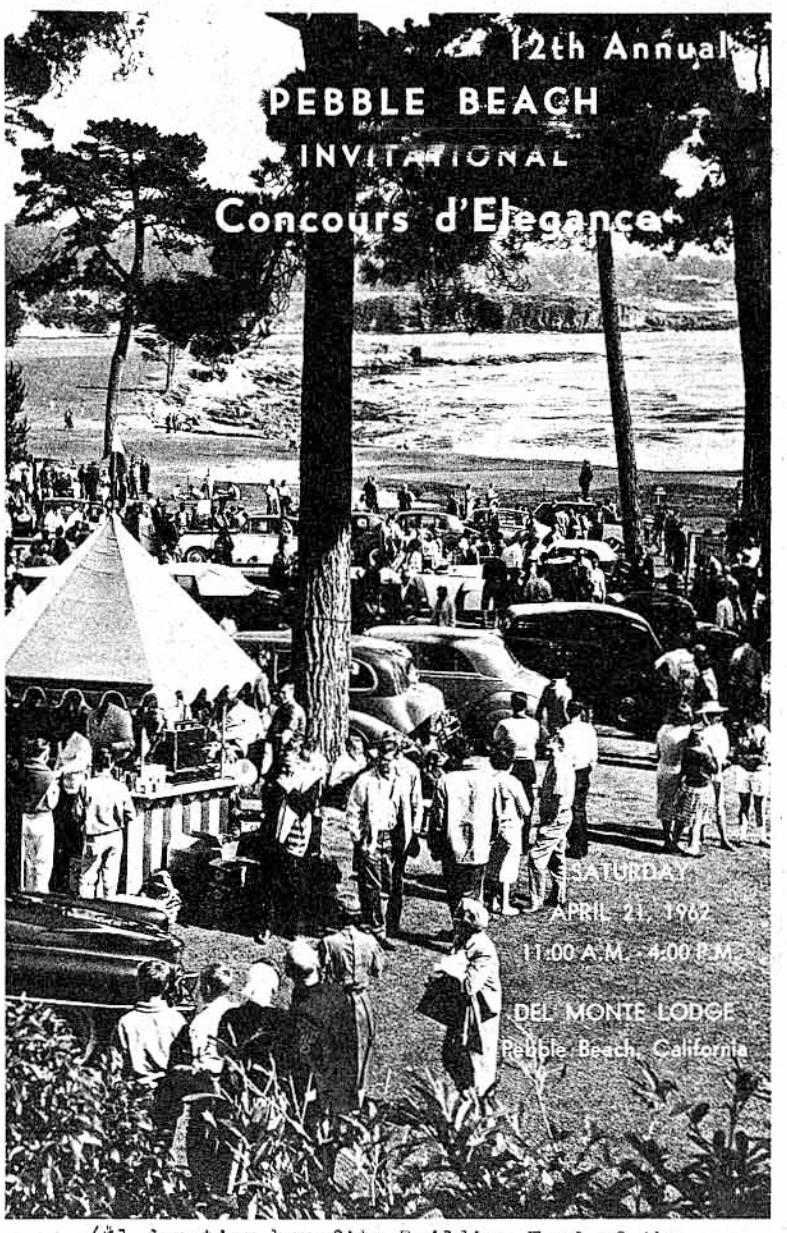
Race 3: A-B-C-D Prod. Overall. Everett Hatch, Almsville, Ore. (Corvette); Dan McMahon, West Linn, Ore. (Corvette); Harry Kerstings, Vancouver, Wn. (Corvette); A Prod., Hatch; B Prod., John Hall, Vancouver, B.C. (Porsche Carrera); C Prod., Todd Webb, Portland, Ore., A-H 3000.

Race 4: Overall. George Sabin, Portland, Ore., (Lotus 20); Pierre Phillips, Portland, Ore., (Lotus 18); Terry Nillson, Burnaby, B.C. (Lola); Bill Beckwith (Lotus 18). Fm Jr., Sabin; B Mod., Starr Calvert, Seattle, (D-Jaguar); C Mod., Hal Rudow, Seattle, (Ferrari-Corvette); E Mod., Keith Armstrong, Portland, Ore., (Volvo-Spec.); F Mod., Bob Hicks, Seattle, (Porsche Spec.); G Mod., Paul Scott, Seattle, (Lotus XI).

Studebaker Buys Supercharger Firm

SOUTH BEND, Ind. - Studebaker-Packard Corp. has acquired for stock and cash Paxton Products, Inc., of Santa Monica, Calif., manufacturer of superchargers for both racing and conventional automobiles, airplanes, trucks, boats and atomic submarines.

Studebaker also acquired the services of Anthony "Andy" Granatelli, president of Paxton.



($1 donation benefits Building Fund of the Community Hospital Auxiliary)

PLUGS and POINTS...

By JOE SCALZO

Fine Race by the Chaparral; Moss Blast at V8 Ferrari

HITTING A RACE like Sebring, there's always more notes than you can use. So, where to begin? Maybe with the Chaparrals.

First, the Chaparral team did better than their 6th place finish shows. But for little things, "racing luck," it's possible they would have won the whole deal. As it is, there's a chance they really finished 4th, not 6th, since their own lap chart shows 190 laps, instead of the 189 they are credited with.

Chap. #11, the JIM HALL/CHUCK DAIGH car, lost much time with brake trouble, then clutch trouble. No. 11 was eventually parked with a broken steering knuckle, near 6:15 in the evening.

Chap. #10, the 6th place finisher with HAP SHARP/RONNIE HISSOM, developed a leaky gas tank early. As the car carries two tanks, the leaky one was unhooked. This meant several extra fueling stops.

The 4-liter Chevy engines used got praise. They gave no trouble. The Sharp/Hissom machine was taken regularly to 7500, while Hall reportedly saw 7800 several times. They say Daigh passed the MOSS/IRELAND Ferrari on the back chute. "The engines were 'keen,'" said Hissom. Hissom plans to get a good modified horse this year, by the way.

The two Chevy mills were built in LA by ART OEHRLI, and turned out to be just one inch under 4 liters: 3966cc.

Sharp/Hissom, letting Hall drive the car the last 25 min., won the Challenge Mondial award. Only competition was the HOLMAN-MOODY Ford Falcon, with its 244-cubic-inch-stretched Fairlane engine. A long pit stop to replace broken rocker arms put the Ford out.

BRIGGS CUNNINGHAM'S Cooper-Buick was supposed to be present to contest the Challenge Mondial deal, but wasn't, as it didn't have door handles or something, and didn't fit the class.

Other than the Texas GT Corvette of boots-wearing DELMO JOHNSON and his co-driver DAVE MORGAN, catching the most interest was the Washington entry of JERRY GRANT/PAT PIGOTT. Their Corvette went well despite an early collision with DON YENKO'S Corvette.

Grant/Pigott pit-stopped because of fuel injection trouble, and finally retired about 7:30 when the fuel pump quit. After having raced superb-handling Form. Jrs., Pigott didn't feel like commenting on Corvette handling.

Ole Grant-he's going on a diet-has all kinds of good racing plans coming up.

Texan Johnson plans to be in Calif. this May for Santa Barbara. He'll bring his Corvette, which he feels will nail SHELBY's new AC Cobra Ford.

Talking about Johnson, in the April issue of TODAY'S MOTOR SPORTS, there is a yarn by DENISE MCCLUGGAGE dealing with Sebring last year, when she and ALAN EAGER won the GT class in a Ferrari. There was a protest involved. Johnson/Morgan claimed they'd won. In the TMS story, Denise wasn't very friendly about the incident, and gave Johnson/Morgan a blast.

Well, during practice, Johnson, a real kidder, walked up to her (she'd never seen him before) and said, "Denise, ah really think this is a good article, would you autography it for me?" She complied, all smiles. Later, Johnson couldn't keep it to himself any longer, and told JESSE COLEMAN, the starter. Coleman called Denise over. "Denise, I'd like you to meet Delmo Johnson..."

This time at Sebring, Denise and Eager had a NART 750 OSCA. They didn't have much fun. Denise muffed the start, got away late, and then began having plug and ignition trouble. That was sorted out, and Eager took over, but spun at the last turn. The Osca got hit by another car, and was out.

Eager, of course, is more noted for his jazz tenor playing than race car driving. "I'm playing more these days," he said, adding that he may be going on the road with MILES DAVIS' group. He's going to keep driving, mentioning something about the Targa Florio and Le Mans.

The driver who hit Eager's OSCA was--of all people--KEN MILES, with one of the factory Sunbeams. The prang didn't put Miles out then, but later he stopped with no oil pressure. Miles' co-driver, LEW SPENCER, thus didn't get to drive the car, but later he ran another Sunbeam for a while.

Local drivers JIM PARKINSON/JACK FLAHERTY had some luck, finishing 17th ov., and 2nd in class.

But having no luck at all were DON HULETTE/BURK WEIDNER, in Weidner's red and silver Lotus Elite. Hulette could really have ruined himself during night practice when the rear suspension broke on the car at speed. This was patched up by race time, however, and in the 12-hr., leading the class, the Elite's rear brake seals went out. A 3-hr. pit stop resulted, with hard-put BRUCE BURNESS getting things in shape. Weidner took the car out again, did one lap, and the brakes went out again and the car caught fire - about $100 worth of fire. Weidner plans to campaign the car locally in the future. He's just over from Europe, where he took lessons in TARUFFI's school.

Regarding fires, the worst was the Birdcage blaze of ERNIE GRIMM/ENUS WILSON, with Grimm driving. Grimm, Wilson's brother-in-law from Tulsa, formerly a national drag racing champion, had explained before the start of the race that, "A 'Cage has never finished this race before. We just want to finish. Using 6000 as a rev limit, and taking it easy." He also said he and Wilson hoped to take the car--ROGER PENSKE'S former 'Cage--to pro races around the country. Don't know how the fire, which gave Grimm 3rd degree burns, will affect plans.

You've got to be on your toes driving for the North American Racing Team. ALAN CONNELL didn't know he was driving for them until the night before the race in Ft. Worth, when they

Continued on page 5

SHORT TAKES

BY FLAVIO ST. GERMAIN

Driver JOHNNY MANTZ, who lost an arm in a highway auto-truck collision, is at Santa Terefta Hospital, 1210 Royal Oak Dr., Duarte, Calif....LARRY WHITELY, who covered some European races for MOTORACING last year after ERIC HAUSER left the scene, is now in the service dept. at Rich Motors in Glendale....Nothing official on reports that RICHIE GINTHER was burned while testing a BRM (for whom he'll drive this year) in England recently....

Photog LESTER NEHAMKIN is now concentrating on hot-rods and they've nicknamed him the HEMINGWAY of the Hot-Rods...JIM PETERSON reports LA USSCC still has been unable to get liability insurance through USAC, but drivers' insurance has been no problem....ALAN FORDNEY, the Cal Club race announcer, has taken over the entire NW corner at 10th & Wilshire, Santa Monica. He handles Honda cycles and service work for all types of imports. Alan recently returned from a trip of 2-1/2 months around the world, during which he visited 25 cities in 12 countries. It started out as a trip to Japan with a contingent of Honda dealers....BOB DRAKE says he will drive CARROLL SHELBY's new AC Ford Cobra.

REGIE SMITH, Sebring secy, reminds that in addition to all homulugated GT cars, Challenge Mondial points also were collectible by makers of experimental or prototype cars not falling into the GT class. Only four such cars raced at Sebring recently, two Chaparrals, a Falcon and a Warwick-Buick. First spot was by the HALL-SHARP-HISSOM Chaparral, which was sixth overall....BEACH RISING, longtime flagman for the Cal Club, is at Midway Hospital on San Vicente Blvd., LA....A heart attack claimed the life of GENE RUSSELL, who worked with Cal Club's communications crew.... That club's Feb. rally was won by a new member (but a nationally-known rallyist), Capt. H.E. THOMAS. Coming up---Apr. 14, "Pajama Tops," at Le Grand Theatre; Apr. 26, membership meet; May 6, tralom. Cal Club is aiding the Child Guidance Group, which is devoted to the mentally retarded and disturbed children. Sought are articles which can be sold at the group's Thrift Shop....

SHARP AT TUCSON

HAP SHARP

Continued from page 1

painful burns when the car caught fire.

Pete Brock, with the Inglewood Thrift & Loan Lotus XI, won the small modified race, and moved into the point lead for G modified.

John Timanus (Lotus XI), the early leader, spun the 2nd lap, losing his lead, and almost an entire lap. He got going, put the spurs to his horse and went after first again. He didn't make it, although he was coming up hard. He spun once again, and, going through one of the sweepers flat out, went off the road and lost more time. He took 3rd behind Dave Kyte (Elva V).

Rob Nethercutt, the other half of the Nethercutt Racing Team, won the Form. Jr. race without strain in his Lotus 20. The interest was on Chuck Gounis, who urged his rear-engined Elva faster and faster until he was right with 2nd-place Dick Boyle (Lotus 20). Gounis got no further, finishing 3rd, but he received comment from most everyone, including Boyle, over the way he was going.

Dave MacDonald raced the Don Steves Corvette in the large prod. race, which meant he won, natch, using his usual sliding-sideways style.

Joe Freitas finished 2nd with his class A Corvette, after having an early battle with Paul Reinhart (Corvette) who was 3rd. Don Wester got loose with his yellow Porsche Carrera, and moved closer and closer to Reinhart. He didn't quite catch him, but as Reinhart's Corvette was sounding a little seedy towards the end, Wester might have gotten him with one more lap.

Ray Pickering (Sunbeam) and Ronnie Bucknum (AH 3-liter) split the honors in the other two production races, while Mary McGee won the women's race with Hills' Porsche Carrera, and Wayne Leary annexed the novice race both days with the ill-fated Hagemann Spl.

The weekend was sponsored by the Arizona Border SCCA. This one was a non-spectator meet.

SUMMARY

NOVICE--15 laps - 1. Wayne Leary (Hagemann Spl.); 2. Wayne Whytock (Devin Corv.); 3. Bud Keller (Corvette) CM--Leary; AP--Lee Adams (Corvette); BP--Keller; DP--Paul Herbacek (Porsches); FP-Bud Dail (Porsche N); HP--John Herbert (Sprite); Form. Jr.--Sam Camp (DKW).

PRODUCTION F, G, H--20 laps, 27:21.3 - 1. Ray Pickering (Alpine); 2. Nevin Lyon (Porsche N); 3. Lew Spencer (Alpine). F--Pickering; G-Frank Smith (Alfa Romeo); H--Boyd Herford (Fiat AZ)

PRODUCTION D, E--20 laps, 27:31.1 - 1. Ronnie Bucknum (AH 3-liter); 2. Rick Muther (Porsche S); 3. Jim Dittemore. (Elva). D--Bucknum; E--Dittemore

PRODUCTION A, B, C--20 laps, 25:35.2-1. Dave MacDonald (Corvette); 2. Joe Freitas (Corvette); 3. Paul Reinhart (Corvette). A--MacDonald; B--Reinhart; C--Lew Spencer (Morgan SS).

WOMEN--8 laps, 11:15.02-1. Mary McGee (Porsche Carrera); 2. Barb Neiland (Lotus MG); 3. Alice Warren (Sunbeam).

FORMULA--12 laps, 15:42.2-1. Rob Nethercutt (Lotus 20); 2. Dick Boyle (Lotus 20); 3. Chuck Gounis (Elva). Claiming classes--1--Nethercutt; 11--Gounis; 111--Fred Parkhill (Volpini).

MODIFIED G, H--15 laps, 20:36.2 - 1. Pete Brock (Lotus XI); 2. Dave Kyte (Elva V); 3. John Timanus (Lotus XI). G--Brock; H--Ingvar Linquist (Saab).

MODIFIED C, D, E, F,--25 laps, 31:45-1. Hap Sharp (Cooper-Maser); 2. Jack Hinkle (Birdcage Maseratl); 3. Jay Hills (Porsche RSK); 4. John Brophy (Devin-Corv.); 5. Dick Brashear (Ferrari TR); 6. Clyde Freeman (Porsche RS); 7. Pete Voevodsky (Townsend Spcl.); 8. Bob Challman (Lotus MG); 9. Jot Travis (Porsche RS).

NOTE---John Timanus, No. 23 in Race 6, 4th overall and 3rd in Class G. He was protested for a push-start, but the protest was disallowed.

Major Northwest '62 Race Schedule

April 15 - BMC Tourist Trophy (ICNSCC) Westwood, B.C. (SCC of BC).

May 6 - Players Pacific (SCC of BC) Westwood, B.C. *

June 3 - Intl. Championship (ICNSCC) Westwood, B.C. (SCC of BC).

June 17 - Rose Cup Races, Delta Park, Portland, Ore (ICNSCC)* (Cascade SCC).

July 8 - Semperit Grand Prix (ICNSCC) Kent, Wn. (Joint-Conference Race).

July 30 - Seafair Road Race (SCCA). Kent, Wn #

Aug. 19 - Intl. Championship (ICNSCC), Delta Park, Portland, Ore. (Cascade SCC).

Sept. 2-3 - Spokane Conference Race (ICNSCC), Highland Park, Spokane, Wn. (SCCS).

Sept. 23 - Victoria Conference Race (ICNSCC) Westwood, B.C. (VMSC).

Oct. 14 - 4th Evergreen Trophy Races (ICNSCC), Kent, Wn. (PSSCC).

*Pro-Am Races.

#Normally this race and the Forest Festival Race, Shelton, are mutually accepted as Major Races; however, this year the latter race occurs the same day as the big sports car do at the World's Fair (May 27).

TC Motoring Guild Group Run to Pebble

The TC Motoring Guild of So. Calif. is planning a group drive to Pebble Beach Saturday, Apr. 21, for the 12th annual Concours d'Elegance at Del Monte Lodge in Pebble Beach. Several members of the "Abingdon Rough Riders," a club of MGTC owners in the San Francisco and Bay area, will meet the clubbers at Monterey, where they will put finishing touches and a final polish on the TCs entered in the concours.

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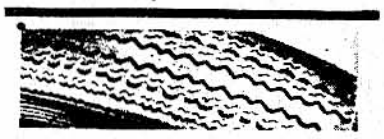

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Joe Scalzo's Followup Stories at Sebring

By JOE SCALZO
MOTORACING Staff Writer

SEBRING, Fla. - Joe Bonnier and Lucien Bianchi were overlooked with their Scuderia Serenissima 3-liter Ferrari before the start of this year's 12-hr....but who cares now? As has been related several times, at the finish the two were 10 laps, more than 50 mi., in the lead.

Phil Hill/Olivier Gendebien, in the 1962 Ferrari GT competition coupe, nick-named the "ant eater," were 2nd ov., and won the GT division. Interest, however, as at Daytona, was not on GT, but the outright racing cars like Bonnier/Binachi had. These cars are noisier, faster, and, most important, LOOK more like racers than GT-ers do.

More than anything-anyone, though, interest was on Stirling Moss, as usual. The much-mentioned pit stop that caused the disqualification of Moss and his co-driver, Innes Ireland, got as much, probably more, notice than Bonnier/Bianchi's win.

Which wasn't right, because Bonnier/Bianchi drove a beautiful, perfect race. Win at the slowest speed, they say. The front-engined Serenissima Ferrari did. The 89.142mph avg. (1071.2 mi., 206 laps) didn't break Hill/Gendebien's '61 Sebring record of 91.306mph.

North American Racing Team, Luigi Chinetti's outfit, representing Ferrari, were heavily favored in pre-race talk, particularly with Moss/Ireland in the roster.

The NART Ferrari Moss/Ireland were using wasn't settled till almost race day. Besides, several GT cars, including Hill/Gendebien's unit, NART had two rear-engined jobs, one powered by the new 2.4 liter V8 Ferrari engine, the other by the more conventional 2.4 liter V6. Also, a 2.4 front-engined Dino, and the 3-liter front-engined V-12 Ricardo Rodriguez ran at Riverside last year.

Ricardo and brother Pedro raced the V6 rear-engined car, which was the fastest machine in the race. Moss/Ireland got the V8, but Moss didn't care for the 8, so he and Ireland drove the front-engined 3 liter.

Other NART driving assignments went to John (Buck) Fulp from Anderson, S.C., and Canadian Peter Ryan, who were given the V8. The Dino went to Alan Connell, and Ferrari GT specialist Bob Grossman, New York, N.Y.

In practice on the 5.2mi. course, Moss had fastest official lap, a not-at-all hot 3:17.

Fastest unofficial tour, though, 3:14, was by Walter Hansgen in the new rear-engined V-12 Birdcage Maserati, the car Bruce McLaren had recently broken the Monza track record with. Dick Thompson was Hansgen's co-driver.

The Maser was entered by Briggs Cunningham, who was co-driving an E-Jag with John Fitch. Cunningham's final entry was the "sleeper" in the field. A late-model Cooper Monaco with a 4-cyl. 'Cage mill, driven by McLaren/Roger Penske.

Serenissima had, besides Bonnier/Binachi, Nino Vaccarella/Carlo Abate in a 1961 rear-engined 'Cage, and also a GT Ferrari.

Jim Hall's 4-liter Chevy Chaparrals, entered for the "Challenge Mondial" award, were chauffeured by Hall/Chuck Daigh, and Hap Sharp/Ronnie Hissom. They were uncontested in that division, except for a Holman-Moody Ford Falcon, driven by Marvin Panch/Jocko Maggiacomo that was entered "just to finish." In practice, incidentally, the Falcon turned good Corvette times.

Factory GT Porsches--Bonnier had been given a leave of absence because the "racing" model Porsches would not be running--were piloted by Dan Gurney/Bob Holbert, and Edgar Barth/Paul Straele. Both were Abarth-type coupes. Leading RS61s had Bob Donner/Don Sesslar, Canadians Ludwig Hiamrath/Jerry Polivka, and the three-man team of Bruce Jennings/Frank Rand/Bill Wuesthoff.

Production, rather GT, cars, were entered heavily. They were all headed, naturally, by Hill/Gendebien's Ferrari, although the horse George Reed/Ed Hugus had--the Ferrari GT Moss had used at Daytona--was given a thought or two.

Moss, surprisingly, wasn't in the line-up for the 10 a.m. Le Mans start, and Bob Donner won the run this time, getting his RS61 going first. Don Yenko, running across the track at about "2" on the countdown, led through the first turn in his Corvette, with a bunch of other Corvettes behind him. But George Constantine (3-liter Ferrari) was leading coming up the backstraight behind the pits the end of lap 1.

Innes Ireland dove under Constantine going into the last turn and Hansgen and Hall followed his cue. That was how they completed the first lap, Ireland, Hansgen, Hall and Constantine, with Pedro Rodriguez storming in 6th place, and gaining.

Ireland, just using a 7000 rev limit, had a 6.5 sec. advantage by 3 laps, with the order behind him Hansgen, Rodriguez, Vacarella in the rear-engined 'Cage, Hall, and Constantine. Rodriguez took Hansgen the 5th lap, and passed Ireland to lead the race the 11th. McLaren in the Cooper-Maser also surged into contention.

Thompson took over the rear-engined Cunningham 'Cage from Hansgen at 11:00, the 15th lap, and the stop dropped the car from the top 10. Rodriguez continued to set what seemed a flat-out pace. By 11:10, he'd lapped every car up to 7th place. Vacarello had retired when his shift fell off.

Ireland, still 2nd, turned the Ferrari over to Moss the 29th lap as Rodriguez set a new track record of 3:12.4 (97.2mph). And with Ireland's stop, the 11:45 order became Rodriguez, McLaren, Moss.

Pedro turned over to Ricardo at 12:00, giving McLaren the lead. Ricardo boomed back into the race 2nd, though a lap behind, with Moss still 3rd.

A little earlier, Fulp in the rear-engined V8 Ferrari, had seen any hopes of victory go out the window, when the car flat ran out of gas. He had to push it more than two miles, and when he reached the pits and co-driver Ryan took over, the car was far, far back.

Thompson had retired the rear-engined 'Cage with a broken rear suspension member just before 12:00. According to Dickie, the car showed exceptional speed, and, he added, "Someday I'm going to finish this damn race."

Constantine's Ferrari, which had been lying 4th at 12:00, also was retired, when, at 12:23, co-driver Gus Andrey brought it in with the right rear wheel at a crazy angle. The axle had broken.

McLaren, holding his lead, stopped at 12:30 (45 laps) for a routine driver change. R. Rodriguez thus went into first, and Moss into 2nd, both on the same lap. The Cooper-Maser came out of the pits 3rd, Penske driving. The unofficial standings, then: Rodriguez, Moss, Penske, Connell/Grossman, Bonnier/Bianchi, Sharp/Hissom, and the Donner/Sessler Porsche. Jim Hall's own Chaparral had been in the pits long with brake trouble.

One car that wasn't shown in the top five, and should have been, was the Type 61 Birdcage Maser of Enus Wilson/Ernie Grimm, both from Okla. Their lap chart showed they moved into 4th place at 12:30--but at 12:48, disaster. With Grimm driving, the car pitched a rod out the side of the block coming off the backstraight behind the pits. The purple Maser exploded into flames.

Grimm battled the flaming car to a stop, jumped out on fire himself, and was in the process of extinguishing the engine flames when he fell on the ground. He'd suffered dangerous third degree burns over 25 per of his body, and was flown to a hospital in St. Petersburg.

At 1:00 p.m., Rodriguez and Moss were both two laps in front of Penske, who had had to make a quick tire stop. Bonnier/Bianchi, looking more and more prominant, were 4th. In 6th place, the charging Serenissima GT Ferrari of Tavano/Davis led GT, with the moving-up Porsche of Sessler/Donner 7th, then Hill/Gendebien, taking it easy.

This was the hour that set up the Moss/Ireland disqualification. Moss came in at 1:05, refueled, and went out again. At 2:01, he stopped again, and Ireland took over. Moss had really stopped to just have the brake pads replaced, but while in the pits, gas was added to the car... and the car had only gone 17 laps, not 20, since the first refueling. The officials made note, but said nothing then.

McLaren/Penske were unofficially back in the lead at 2:00, but trouble awaited them. Brake trouble. They lost their rear brakes, and a 5-lap pit stop was necessary. They re-entered the race just after 3:00, and the order was: Rodriguez / Rodriguez, Moss / Ireland, Bonnier/Bianchi, Donner/Sessler, Connell/Grossman, and McLaren/Penske. But Connell / Grossman weren't in the Dino anymore. They'd been replaced by Constantine/Andrey.

The afternoon wore on. At 3:27, Pedro parked the leading Ferrari on Warehouse straight with a broken valve. Moss/Ireland were thus first again, Bonnier/Bianchi 2nd, Constantine/Andrey 3rd, Hill/Gendebien 4th, and Donner/Sessler 5th. Most impressive was the way in which Donner/Sessler were going...but their fine effort ended just past 5:00 when the gearbox gave up.

NART called in Constantine/Andrey, and put the Rodriguez brothers in the Dino. However, the pressure of having six different drivers was telling on the car, and its life in the race was to be short-lived.

Short-lived also, were Moss/Ireland. Holding a 2-lap lead over the 2nd place Bonnier/Bianchi Ferrari, and really having the race practically won, they were disqualified officially at 5:30.--three and a half hours after the illegal stop (for more details on this, see PLUGS AND POINTS).

So at 5:30 Bonnier/Binachi took over. There were just two entries remaining in the field who could possibly catch them. The 2nd place Rodriguez Bros., Dino, or the flying 3rd place team of McLaren/Penske. The Hall/Daigh Chaparral was too far back (and would retire at 6:15 with a broken steering knuckle) and the Sharp/Hisson "Chap" was also back, having had gas trouble.

The Rodriguez threat was removed at 7:55, when the Ferrari's clutch broke. McLaren/Penske, going good, found that their tail lights wouldn't work in the darkness, and a long pit stop ensued.

So things ended with Bonnier/Bianchi 10 laps in the lead. Hill/Gendebien were 2nd, and the Jennings/ Rand/ Wuesthoff Porsche sneaked through the darkness into 3rd, and first in Index. The almost un-noticed GT Ferrari of Stirling Hamel/Fabrizio Serena, was 4th, then McLaren/Penske. Sharp/Hisson let Jim Hall drive the last 45 min. of the race with the 6th place Chaparral, and following Jim were Gurney/Holbert, winners of their class, Hugus/Reed in their pit stop-plagued GT Ferrari, Barth/Straele, and then the surprising Abarth of Alfonso Thiele/Jean Guichet.

The first Corvette to finish was the Black/Wylie car, 18th. All the Corvettes had trouble, but Delmo Johnson/Dave Morgan, from Dallas, were as high as 7th ov. at one time until first they had to stop to get their tail lights to work, and then their fuel injection system blew up.

Continued on page 6

Plugs and Points

Continued from page 4

phoned him.

Connell explained why MOSS didn't care for the rear-engined V8 Ferrari. Moss had said, "It doesn't have the power to pull the skin off a rice pudding."

In the 12-hr., MOSS/IRELAND were actually in trouble before the illegal gas stop. After he'd finished his driving stint, Ireland had ripped into the pits at such a rate one official roared, "Two-minute penalty, two-minute penalty!". He was ignored completely as Moss took the car back into the contest. Later, when Ireland came in, they got a 15-second penalty.

There were two stories going around about the illegal gas stop. One said that the steward had opened the gas tank's seal without being asked, the other that the steward had been told to open the seal by a pit man. Whatever happened, gas was put into the car before the rules say it should have been. The disqualification was right. What people didn't dig was that it took the officials so long--more than 3 hrs.-- to disqualify the car.

One official, JOHN DAUS, said, "It takes that long to check a thing like that out fully before we can act." Still, 3 hrs. seems a long time. . .

MORE NOTES: BUCK FULP, the So. Carolina Ferrari driver, may be running a few European events this year . . . bad publicity for RODGER WARD: someone said when he got the NICKEY Corv. he was driving into a sand-bank, he just left it there, didn't try to get it out. He is alleged to have remarked: "We can't finish first now, and that's the only position they pay. isn't it?" . . .The TAVANO/DAVIS Ferrari GT was a real charger until the engine blew at 5:30. . .STERLING HAMEL, who co-drove the 4th place GT Ferrari, was only in his 4th race; however his other three races were in places like Pescara, Italy. . .BOB DONNER called the breakdown of his RS61 Porsche, "A real heartbreaker. It was running beautifully, but it got so we couldn't shift it at all" . . .the HILL/GENDEBIEN Ferrari GT was protested after the race, and was found to be completely legit, naturally. . .Pigott's Form. Jr. race-winning Rosebud Lotus 20 also was protested, and was perfectly OK. . .JOCK ROSS and ROY MILES are the mechanics for Rosebud Racing, drive the van to all the races. Their next stop may be a race in San Salvador; Rosebud had planned to take PETE LOVELY to the IC event at Bossier City, La., with a Lotus Jr. powered by a new 1500cc Cosworth Ford engine, but plans didn't materialize. . .DAN GURNEY was to drive a HOLMAN-MOODY Ford at the NASCAR Atlanta stock car race the day after Sebring, but DICK RATHMANN bent the car in practice; the race was rained out, anyway. . .suspension troubles bothered the Elva Mk. 6s at Sebring . . .Stirling Moss thinks the hot set-up at the Speedway (Indianapolis) would be a fwd Ferguson powered by the aluminum Buick V8. . .poor CHARLIE PARSONS, banged up in the Jr. race, earlier was turning the fastest lap times of the contest. He'll probably be driving for Rosebud again. When he first saw the 5-mi. Sebring course he said, "Man, a 5-mi. track. I'll get lost on it!". . . GEORGE SABIN, from Portland, drove Pigott's former Lotus 20 in the Jr. go, but retired when a front wheel cylinder broke. . .MCLAREN/PENSKE had a new Maser engine installed in their Cooper just before the start. . .

And that's about it. Strange, we haven't noted anything about the way Sebring was run this year. It was as messed up as always, with not many things right. Here's an example of how wide-awake they are down there: Immediately after Bonnier/Bianchi had won the race, the Sebring blimp could be seen circulating in the air, with flashing neon signs showing that "VACCARELLA AND ABATE WIN SEBRING 12-HOUR." Sebring just doesn't change.

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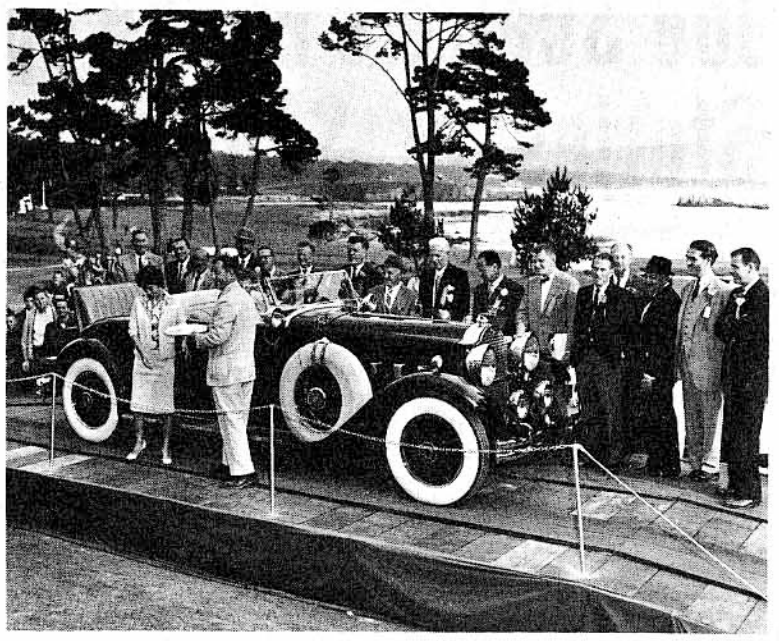
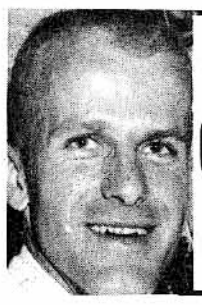


THIS ENTICING SCENE will be duplicated Sat., Apr. 21, at the world-famous 12th annual Pebble Beach Invitational Concours d'Elegance on the sweeping lawns by the sea at Del Monte Lodge, Pebble Beach, Calif. Here, Mrs. Shreve M. Archer, Jr., presents award to Scott Newhall's winning Packard at the 1961 show. Judges are behind the car. (Photo by Julian P. Graham)



Slalom Column

By DENNIS McCOSH

The San Diego Asebring Drivers are fast becoming prominent in the So. Calif. slalom scene. Their March Massacre tralom in Costa Mesa attracted 145 entries in spite of rain and distance. It's about time they joined SCCSCC so that their active drivers can be eligible to earn Championship points and the club can sponsor Championship events.

The fast, short tralom course was excellently laid out and was very interesting to drive except for a couple of spots where it was hard to follow. Technical Inspection was one of the best I've seen, but it should have been conducted before the entry fee was paid. Safety was excellent and the terrific lot was well used. I wonder why SDAD didn't make use of more of the lot to get a longer course. Timing went smoothly until some unthinking go-kart driver ran over the cable cutting it in two. The organization seemed haphazard but it got the job done with very few problems.

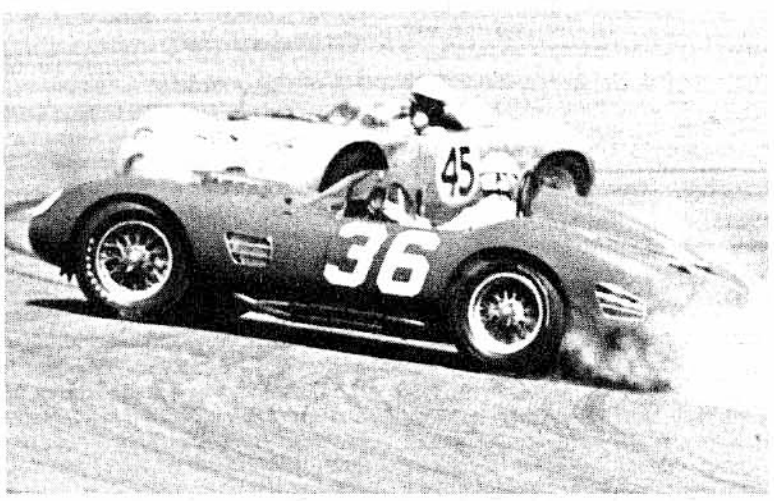
The run group system used at the event was barely adequate. Each run group of ten entries should be designated by a successive letter of the alphabet and the group called to the grid by the letter instead of calling out the individual car numbers. This does two things: it saves the announcers time, which can be better used in other ways, and gives the entrants a better idea of when they will be called up, so that they don't have to memorize all of the numbers ahead of them or continually run over and bother the person at the run group assignment sheet. Also, the run groups should be assigned at the registration area. So that no one will be missed through ignorance. The entrants should also be allowed to pick the run group of their choice.

SDAD, like a few Orange County clubs, uses a class breakdown different from the SCCSCC set up, which most people are used to running. This caused some confusion and disappointment among the entrants unfamiliar with SDAD events. We have a standardized system, which seems to be working well; why don't these fringe clubs give up this "everyone's-out-of-step-but-me" attitude and cooperate with the other clubs? If an inequity in classes presents itself, it can be dealt with---by changing the Slalom Code if necessary.

Running a slalom in the rain is fun and is not necessarily a disadvantage, except that most people had never done it before and earlier entrants didn't have to.

SDAD seems to be the only club in So. Calif. who can get results to the entrants in less than five days--congratulations! This bit of good public relations is offset, however, by the practice of including SDAD members in the same classes as guests.

DAVE LEHMANN of ROCA had fast time of day for the event, with CLIFF GILLAN second.



DAN GURNEY gets the checkered flag as he pilots IC Lotus to victory at Bossier City (top). In lower photo, Bob Donner (45) managed to prevent his Porsche from crashing into Bob Hurt's Ferrari Testa Rossa. Action was in Formula Libre race. (Photos by Jack Barham)

GURNEY KEEPS ON WINNING

Continued from page 1

finish and the famed driver's crew advised that he had made the last 15 laps in fourth gear.

In the first 100-mile heat, Jim Hall of Midland was sidelined. He went out on the first lap with gear trouble. It was Gurney, Penske and Ruby who furnished the fireworks on the first 100-miler.

At the end of 30 laps it was Gurney, Penske, Connell and Schroeder. Connell went to the sidelines with oil leakage on the 31st lap and later Russ Simon's car rolled off a bank upon entering the straight and was out with steering trouble.

Penske left the track with a $900 prize, and Donner took home $585. They joined Gurney as the top three drivers for overall awards.

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QUALIFYING

1. Dan Gurney, 1:39.27, Aricero Lotus Climax, Montebello, Calif.
2. Loyd Ruby, 1:39.91, Frank Harrison Climax, Wichita Falls, Tex.
3. Roger Penske, 1:39.97, Telar Special, Gladwyne, Pa.
4. Alan Connell, 1:44.60, Lotus Climas, Fort Worth, Tex.
5. Chuck Cassell, 1:48.83, Porsche RSK, Fort Lauderdale, Fla.
6. Bob Schroeder, 1:48.90, Alfa Lotus, Dallas, Tex.
7. Bob Hurt, 1:49.53, Ferrari Testa Rosa, Washington, D. C.
8. Bob Donner, 1:50.34, Porsche RS-61, Colorado Springs, Colo.
9. Charles Barnes, 1:51.12, Cooper Intercontinental Formula, Dallas, Tex.
10. Harry Washburn, 1:51.35; Parsche RSK; Shreveport, La.
11. Jack Ryan, 1:53.10, Porsche, Meridian, Miss.
12. Howard Cole, 1:55.09, Lotus Intercontinental, Houston, Tex.
13. Russ Simon, 1:59.65, Bristol, Houston, Tex.
14. Ed Lamb, 1:59.91, Ferrari, Houston, Tex.
15. Bob Hall, 2:05.20, Ferrari, Jacksonville, Fla.
16. Louis Husson, 2:05.20, Lotus, Dallas, Tex.

FIRST HEAT: 1. Gurney; 2, Penske; 3. Schroeder; 4. Donner; 5. Cassell; 6, Washburn; 7, Jack Ryan; 8. Hurt; 9, Barnes; 10, Cole; 11. Lou Husson; 12, Bob Hall; 13, Ed Lamb; 14, Alan Connell; 15, Russ Simon; 16, Loyd Ruby; 17. Jim Hall. Time: 1 hour, 25 minutes, 41.07. Average speed: 70.011 miles per hour.

SECOND HEAT: 1, Gurney; 2, Donner; 3. Penske; 4, Barnes; 5 ,Cole; 6, Cassell; 7, Bob Hall; 8, Ed Lamb; 9, Husson; 10, Hurt; 11, Washburn; 12, Schroeder; 13, Ruby; 14, Jack Ryan. Time: 1 hour, 29 minutes, 25.83 seconds.

The trophy winners are:

Class A			
1. C. Gillan	Sprite	ROCA	37.15
2. D. Mc Keever	Sprite	SDAD	38.57
3. B. Barmore	MG-TD	SCMG	38.89
4. B. Challman	Lotus Elite	PSCC	39.05
Class B			
1. D. Lehmann	Renault 4 CV	ROCA	35.88
2. D. Price	MGA	SDAD	38.72
3. R. Burns	Porsche	---	38.83
4. W.C. Wright	Porsche	SDAD	38.87
5. J. Johnson	MGA	SCMG	38.90
6. D. Bowen	Renault 4 CV	ROCA	39.38
Class C			
1. D. Newton	Alfa	PSCC	37.88
2. D. Christopherson	Porsche	POC	38.33
3. Y. Fujimura	Porsche	OCSCC	38.50
4. M. Doherty	Austin Healey	GFCCA	38.58
5. D. Sharp	Austin Healey	FRA	39.11
6. E. Krull	Porsche	OCSCC	39.39
7. R. Potter	Tr-3	ROCA	39.50
Class D			
1. F. Riddle	Corvette	CSC	38.63
2. M. Morgan	Porsche	SDAD	39.01
3. D. Snow	Corvette	---	39.22
4. B. Edge	Corvette	CSC	39.84
5. T. Laskoski	Jaguar XK-E	LJSCC	39.85
Class E			
1. J. Lehmann	Renault 4CV	ROCA	38.74
2. B. Neiland	Lotus Elite	CSCC	39.64
Class F (under 1600)			
1. L. Nelson	VW	SCCA	39.17
2. W. Coops	Morris	GFCCA	40.30
Class G (over 1600)			
1. H. Du Rae	Volvo	---	40.37
2. L. Evans	Volvo	OCSCC	41.65

SEBRING

Continued from page 5

And, in the unlucky 13th spot, came poor Buck Fulp/Pete Ryan in the V8 Ferrari, both of whom had worked hard and deserved better than they got.

FORMULA JRS.

By JOE SCALZO
MOTORACING Staff Writer

SEBRING, Fla. - The hottest racing team on the Form Jr. scene today--Rosebud Racing, from Victoria, Tex.--won the featured 25-lap Jr. race here, Pat Pigott chauffeuring one of their Lotus 20s to a decisive, and easy victory. He lapped everyone but the second-place car.

Pigott goes; he showed that again. Rosebud sent him out on the early pace to blow up the opposition, and let their other two team cars--driven by Pete Lovely and Charlie Parsons--take over if something happened to Pat. Nothing happened to Pat, and that he'd win was never in doubt. By the end of three laps he led by nearly a quarter of a mile.

However, while Rosebud were celebrating the win--they'd also won at Nassau and Daytona--they were awaiting news on Parsons, who had crashed badly during the 125-mi. go.

Up from 23rd starting position, Charlie was 5th by the 2nd lap, behind Pigott, Dick Thompson (Brabham F-Jr.), Lovely (in a Lotus 22), and Mark Donahue (Elva).

Shortly after this, though, just when he'd moved into 3rd place, Parsons got into the sandbank at the hairpin. He dug himself out and continued the race. The very next lap, as he was lapping a slower car on Warehouse straight, they tangled wheels.

The official report said he flipped "3 or 4 times at an elevation of about 20 ft." The Lotus 20 was a write-off, and Parsons was flown to St. Petersburg hospital, where first fears that he'd broken his back were forgotten when it was found he'd chipped one of his vertebra and cracked two ribs. He'll be OK.

The Rosebud team had seemed set for a 1-2-3 win before the crash. Nothing on the course could stay with their blue Lotuses. Walt Hansgen (Cooper-Ford) had to make a quick stop to check low oil pressure, and Dick Thompson (new Brabham Jr.) his car showing signs of a first-lap shunt, pulled in for a quick visit when his oil filter came adrift. Later, he stopped out on the course, opened the hood to check something, and as he drove off, the hood blew away.

Actually, Rosebud had trouble, too. Besides Parsons' accident, Lovely's car abruptly jumped out of gear and the crankshaft broke. That left Pigott. At the end, he was far ahead of 2nd place Tim Mayer's Cooper. Hansgen was 3rd, Floyd Aaskov 4th in his Lotus 20, and Briggs Cunningham 5th (Cooper).

So Rosebud finished the race with just one car. But as Tom O'Connor, head of the team said, "I'd rather finish one car first than three cars 2nd, 3rd, and 4th, any day."

3-HR. RACE

SEBRING, Fla. - Bruce McLaren and Walt Hansgen waited for two things to happen here in the preliminary 3-hr. race for small GT cars--(1) the wet track to dry up, and (2) Stirling Moss to run low on gas.

Both things happened, and they led to a 1-2 victory for McLaren and Hansgen, both in Fiat Abarths. The race counted towards the car-builders championship, thus giving

Continued on page 7

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VIGNETTES

Continued from page 3

STEVE BAUGHMAN and PAUL ANDERSON of Salt Lake dropped over to BOB CHALLMAN'S in Hermosa Beach the other day and hauled away a Lotus Elite and Lotus Form. Jr., respectively. Steve used to drive a Porsche 550 and a Maser, while Anderson piloted a Porsche Normal.

By way of celebrating, Challman hosted a dinner party at JOE DAMANTI'S on Sepulveda, and his spaghetti, chicken cacciatore and home-made vino had the guests drooling.

Then the assemblage repaired to the host's Casa Cerca del Mar. The little man with the cornet could not be stirred into action, so a certain measure of delight came from reading BC's POEMS FOR THE JOHN, one of which went thusly:

If her bosom heaves like the tide of the ocean,
And she sighs like she's torn by great emotion,
If she sounds like she can hardly catch her breath,
Let's face it, Pal, THIS BROAD HAS ASTHMA!

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SEBRING

Continued from page 6

the Abarth concern valuable points.

It had rained up to, and going into, the 3-hr. event, and the track was like a lake in many places. Moss, driving a factory AH Sprite took full advantage of the wetness to stretch a lead that at one time climbed to almost two minutes. But all the time, Hansgen in 2nd and McLaren in 3rd, both driving Abarths for Briggs Cunningham, were watching the track dry.

With about 45min. to go, they really started moving. McLaren passed Hansgen, and then took over the lead with about 20min. to go in the contest when Moss stopped for gas.

It was only Moss' driving that allowed the Sprite to lead the two Abarths, which got around the circuit as much as 8 sec. a lap faster. All the Abarths ran with their hoods propped open to let the engine get sufficient cooling.

McLaren averaged 78.42mph, and completed 46 laps. Only Hansgen was on the same lap with him, and about 10 sec. behind at the flag. Moss got 3rd.

Other finishers: (4) Alfonso Thiele, Abarth; (5) Marvin Dee/Mauro Bianchi, Abarth; (6) Pedro Rodriguez, AH Sprite; (7) Innes Ireland, AH Sprite; (8) Leon Elde, Abarth.--JOE SCALZO.

Joe Fitch's Jaguar Top Concours Winner

Joe Fitch's perfectly-restored Jaguar 120 was top trophy winner at a concours Sunday, Mar. 25, for Le Cercle members on the Tam O'Shanter restaurant parking lot. Other cars attracting spectator attention were the Bud Cohn special-bodied Wallis Rolls-Royce, Tony Giaimo's Franklin Pursuit, Thol Simonson's Delage, Doug Brown's BMW, Red Grow's Model A Ford and many more.

HOT & COLD

"With all the talk about policemen and parked cars, it was reassuring, up to a point, to see how one patrolman, ticket folio in hand, went about his business on a recent morning in the Sheridan Square area. With his right hand he patted the hood of each car illegally parked in a "NO PARKING 8 A.M. TO 6 P.M." zone. The warm cars were passed by; the cold ones got a fifteen-dollar ticket. Then he patted the front end of a Volkswagen, and sternly knotted a ticket to its windshield." - NEW YORKER Magazine.

CUT THE ICE!

One out of 10 auto accidents in 1960 happened on ice-covered roads and streets.--Allied Chemical Corp.

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FRITZ WARREN, head of Sport Car Center in Santa Ana and Costa Mesa, will come out of retirement to race in the planned Baja Calif. road race next Sept. Here he's with Jan Oliver, in charge of his overseas delivery program.

"I claim a judge should see what a spectator sees, only with a more trained eye; comparing what he sees with the other cars in the same class. He doesn't see what the owner sees---an owner is not afflicted wth normal eyesight."--FRANK MASON, on judging of a concours.

* * *

A NEW THORN

"The first, and it is hoped the only, violation of the recent ACCUS-(FIA) agreement was brought to light recently when the U.S. Sports Car Club reported that three western SCCA regions openly interfered with the Official FIA listed Pomona, Calif. road races scheduled for March 11. In view of the inability to present the public with a smoothly integrated program of races acceptable to the FIA and the United States Auto Club, a sudden cancellation was mandatory.

"This detrimental action on the part of SCCA's three Western regions completely opposes the recent action of the American Competition Committee of the U.S.

"Only a few weeks ago the auto racing world jubilantly received the announcement from FIA's American affiliate that USAC, NASCAR and SCCA would each recognize a thorough interchange of their drivers in all FIA events.

"Legal action has been prompt and it is hoped that in the near future all divisions can hold nationally compatible events minus the thorny problems of the past."--USAC NEWS.

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